

## TOBACK TAKES ON KING EIGHT LINE

A. Elliott Ranney Co. Becomes Dealer for Popular Priced Machine.

### SERVICE STRENGTHENED

Samuel B. Toback, president of the A. Elliott Ranney Company, one of the best known automobile distributors in the metropolitan district, has contracted with the King Motor Car Company of Detroit to distribute the eight cylinder King. The A. Elliott Ranney Company has taken the quarters heretofore occupied by the King at Broadway and Fifty-second street.

The King Motor Car Company of Detroit claims to be the manufacturer of America's most popular priced eight cylinder product. Mr. Toback, who has with him the organization that has surrounded him for the past five years, with C. G. Taylor as sales manager.

There has been much speculation in metropolitan motor circles and in the automobile manufacturing centers as to what course Mr. Toback would pursue with his new acquisition. It is known that he has been cautiously looking the field over. He has been to all the automobile manufacturing centers. It is known that Mr. Toback could have written his own contract with some factory.

Instead of taking advantage of the offers he has been weighing the evidence gained through his investigation. As he said, "There is something more involved in the sale of a motor car than the mere transfer of material things. Honor, courtesy, consideration, efficiency and satisfaction must enter into every transaction where the name of the A. Elliott Ranney Company is concerned. The fact that we have decided upon the King is a compliment to that product."

Mr. Toback is now perfecting his arrangements so that every King owner will enjoy the same kind of service that has characterized the Ranney organization in the past.

The King Motor Car Company's growth has been conservative in its policies. It has, it is said, hit the keynote in the right column by bringing to the motor car at a price that leaves it without competition. For the last twelve months it has been the only popular priced eight cylinder car.

Eight cylinder Kings are being shipped into Chicago by the solid trainloads. Cleveland is also taking them in bulk lots by driving them overland. On this week Cleveland took twenty-eight eight cylinder cars of an allotment of ninety-two cars for Indiana and Ohio. The King's foreign business is also healthy. A financial statement for the last three weeks. They both put the cars turned over to them through grueling tests. Mr. Toback also spent some time at the King factory in Detroit.

### SILVER'S SIGN UNFOURCHED.

No One Yet Has Hit the Mark at the Polo Grounds.

The 40 foot sign which C. T. Silver has at the Polo Grounds has not been hit by a ball from the home plate as yet. There has been a close call on several occasions and in one instance the sign was saved by a miracle. It was hit by a ball from the home plate.

When the ball season opened Silver offered a new overland car to the first New York player who in a championship game hit the sign with a fly ball. At the time there was a difference of opinion as to the case with which it could be hit. Many of the baseball clubs went as far as to say it could be hit in every game and suggested that the sign should be hit two or three times by the same player or that some particular part of the sign should be hit.

The distance from the home plate is 114 feet, however, and Silver did not intend to put too great a handicap on the earning of the car, so his offer took in the entire forty foot sign. Later he has had the wording of the sign changed to read "Hit the sign with a fly ball" and from now on any player from a visiting team in a championship game is included in the offer.

The New York players may have been inclined to take it easy till now, as they alone had a chance for the car, but now that all players have been included by the overland distributor they will likely put forth some strenuous efforts to win out.

### THIRTY GALLONS IN HIS TANK.

Marmon Car Has Specially Built Body for Motorist.

The Marmon New York Company has just delivered one of its model 41 cars with a thirty gallon gas tank to a New York gentleman who spends the greater part of the year in touring and who led the body to be built according to his idea of convenience and comfort. The car is of the roadster type and the tank is constructed to conceal a collapsible top mounted above and spaced for tools and battery. Back of the seat is a compartment large enough to hold two dress suit cases.

The body is of the convertible type, the folding frame being attached to the rods, which convert the car into a closed car. The purchaser has an all the year round car without the expense of an extra top and the extra tires usually carried. The wheels are king's blue with bright red colors.

## NEW HUDSON CAR PROVES TO BE QUICK SELLER IN HOUP'S HANDS



New Hudson Car Proves to Be Quick Seller in Houpt's Hands.

Circle Building at Broadway and Sixty-first street.

The new 1916 Hudson car with its yacht lines, its ever lasting body finish, larger tonnage and a 20% reduction in price, made an instant hit with the motor buying public of this city and within a period of less than two weeks over 140 cars were disposed of. Houpt had to wire to the factory for more cars to meet the demand.

A rather novel feature of the Hudson show window is a miniature model of the cup defender Resolute, which helps emphasize "The Road Cruiser" character of the Hudson yacht line body lines.

"The Hudson car this year, both mechanically and its coach work," says Mr. Houpt, "typifies in the highest degree the best ideals of good taste. That is the secret of its place and class. It shows quality, elegance and refinement and at the same time its simplicity of design tends toward the reduction of superfluous weight and waste in every direction, without any skimping of strength or power."

"These facts combined with the factory's concentration on one model for a period of over four years made it possible to sell this car for \$1,850."

## Predict Better Than 120 Miles an Hour for Sheepshead Speedway



Showing a Curve as Being Built.

Automobile speeding at the rate of 120 miles an hour before the 1916 racing season closes, and even a 140 mile an hour clip in the not far distant future, were the prophecies made by motor racing experts of national reputation after an inspection of the Sheepshead Bay Speedway last week.

"With Chicago's board track already proved to be good for over 110 miles an hour," said Davie Hecroft, the racing expert of the A. A. A. contest board, "look for the Sheepshead Bay course with its curved turns and higher banks to produce at least a 125 mile an hour rate of going in the elimination trials for New York's big race on October 2. With the building of these up to the minute board speedways motor racing has entered on a new era. Cars will soon be built that will show 135 or 140 mile averages. In fact, so high will be the speed possibilities under the new order that even the present speedways may have to be built over again with even more highly banked turns than the 25 degree of the Sheepshead."

Blaine H. Miller, the Sheepshead Bay Speedway's chief engineer, who also designed the Indianapolis speedway, was another speaker at the dinner given by Manager Thompson that followed the visit to New York's motor track.

"I don't dare," said he, "to attempt to guess at the rate of speed that will be attained on the new course. The times made on the Hoosier oval have been between 30 and 40 miles in excess of its technical speed limits on paper. What Sheepshead Bay will produce I do not know. But I believe the New York Speedway will stand any rate that motor cars will attain for some time to come."

A. G. Hatchelder, chairman of the executive committee of the American Automobile Association, a man of long experience in sport, having organized the National Cycling Association, expressed himself as confident that motor racing had entered on a new era which will result in its becoming one of the most popular of America's high class sports.

General Manager Thompson, who confined his remarks to outlining his plans for the promotion of football, aviation, polo and other high class sports besides motor racing on a gigantic scale.

The racing fans prominent tradesmen and newspaper men were astonished at the plan and the progress that had been made in the five weeks since work began. They wondered at the lofty steel framework extending for half a mile around the south turn and the smooth wooden surface already laid along the pole for nearly a mile.

Two thousand men, including 500 carpenters, were at work around the entire circuit. All the steel for the track was on the ground, and the work of laying the foundations for the 2,000 foot double deck steel and concrete grand stand was well under way. Chief Engineer Miller was sure the course would be ready for practice by September 1.

acquaintance with the enduring quality of the automobile in producing the speed of the Sheepshead Bay track was after the last car of the preceding series was shipped.

The Kissel Motor Car Company will, of course, continue to feature the Kissel car in its campaign for the 1916 season. Kissel's car is a masterpiece of engineering. It is a car that is built to last. It is a car that is built to give you the most out of every dollar you spend. It is a car that is built to give you the most out of every dollar you spend.

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### COLE PRODUCTION GROWS.

"Production at the plant of the Cole Motor Car Company has been growing so rapidly within the past few weeks that the shipment of cars is being made on a regular basis. Mr. Henderson is firmly convinced that the eight cylinder car has filled the long felt want of the motorist and he expects the anticipated demand for motor cars, especially of this type as a proof."

"C. P. Henderson, general sales manager of the Cole company, is responsible for the statement that the shipments are being made on a regular basis. Mr. Henderson is firmly convinced that the eight cylinder car has filled the long felt want of the motorist and he expects the anticipated demand for motor cars, especially of this type as a proof."

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## MOTOR COURSE IN COLLEGE FOR WOMEN

St. Mary's at Notre Dame, Ind., Makes Use of Studebaker Chassis Indoors and Out.

At the suggestion of Miss Mary M. Callahan, director of the physical training department of St. Mary's Academy and College at Notre Dame, Ind., the faculty of St. Mary's adopted a course of automobile study for the young women who might be interested. It is probably the first instance of its kind in institutions devoted to the education of young women.

Miss Callahan consulted with officials of the Studebaker Corporation relative to the best methods for installation of the course in training and securing the most practical results. She found them to be greatly interested and agreeable to lending every assistance possible, from appreciation of the general good that could be made to result in the automobile manufacturing industry. The public spiritedness of Studebaker also prompted the tender of a completely equipped Studebaker chassis for the use of the class.

According to the instructor, great interest is being taken by the young women in the work, and they show while learning to drive, even more than during the indoor term, their appreciation and grasp of knowledge gained from the lessons given. A photograph of Miss Callahan taken of the class and sent to Studebaker shows the young ladies familiarizing themselves with motor and transmission arrangements and the relation each function of motor machinery bears to another. Fifty points are the limit for any line of work in the physical education department of St. Mary's. Miss Callahan explains in outlining her method of instruction. "At the close of the indoor term," she states, "oral and written examinations were held, thirty points being the highest number given, while for driving twenty points were apportioned."

St. Mary's College is at a high point on the banks of the St. Joseph River, directly opposite where De La Salle disembarked in making his explorations of the Mississippi Valley. The grounds are heavily wooded and lined with winding roads, and the surrounding country affords opportunity for delightful trips.

St. Mary's College is at a high point on the banks of the St. Joseph River, directly opposite where De La Salle disembarked in making his explorations of the Mississippi Valley. The grounds are heavily wooded and lined with winding roads, and the surrounding country affords opportunity for delightful trips.

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